

Technical data "123ignition\2CV"

GB

DerFranzose

operating voltage : 12 Volt
range : 600 - 7000 rpm
temperature : -30 to 85 Celsius
coil : stock black 2CV-coil ONLY (12V-type)
motortypes : A79/1 435cc 24pk
 M28 602cc 29pk
 M28/1 602cc 30pk
dwell : microprocessor controlled, dependent
 of battery-voltage
advance : 8 degrees < 1000 rpm
wiring : red = +12V
 yellow = '+' coil
 black = '-' coil

Technical data "123ignition\blue"

operating voltage : 12 Volt
range : 600 - 7000 rpm
temperature : -30 to 85 Celsius
coil : stock black 2CV-coil (12V-type) or
 VISA-coil
motortypes : A79/1 435cc 24pk
 M28 602cc 29pk
 M28/1 602cc 30pk
dwell : microprocessor controlled, dependent
 of battery-voltage
advance : 8 degrees < 1000 rpm
vacuumadvance : via tube under throttle
 -100mmHg tot -300mmHg in 1 degree
 increments (-130 mBar to -400 mBar)
wiring : red = +12V
 yellow = '+' bobine
 blue = '-' bobine

an excessive amount of oil and dirt, you may have an engine problem.

After cleaning everything, slide the two magnets onto the 5mm spindles at the end of the cam shaft. Install the "123ignition\2CV" with the two M7 bolts and square washers. Leave the bolts a little loose so that you can still rotate the ignition unit in the housing. Align the dimple at the bottom of the unit with the seam of the crankshaft.

STEP4

Run the three wires, (yellow, black and red) along the bottom of the fanshroud, and out through the rubber grommet in the front. Tuck the wires securely under the metal tabs inside the fan housing, and make sure they can not come into contact with the fan! Now pull the second wire off the coil (i.e. the wire that connects the positive terminal on the battery, through the ignition key, to the positive terminal on the coil). Connect this wire to the red wire coming from the "123ignition\2CV", using the connectors supplied with the kit. **DO NOT HOOK UP THE WIRES TO THE COIL YET!**

STEP5

Insert the 6 mm timing rod (or a 6 mm drill bit) through the hole in the crank case. Turn the engine over by hand (removing the spark plugs makes this easy) until the rods slides into the hole in the flywheel. Your engine is now set at 8 degrees before TDC (Top Dead Center). Clean one of the teeth of the starter ring gear, and a small area opposite it on the block. The area next to the starter motor works well. With a fresh bottle of Whiteout, accurately paint a timing mark on the tooth and engine block.

Remove the timing rod or drill bit!

Installation Instructions for the "123ignition\2CV"

The "123ignition\2CV" is designed for the stock (black!) 2CV-coil. If you hook a "123ignition\2CV" up to a VISA coil (brown), you are guaranteed to damage the system! (to avoid mistakes, the "123ignition\2CV" therefore has a BLACK label, and has a BLACK wire to the negative terminal on the coil)

Install the unit as follows:

STEP1

Turn the ignition off. Remove the engine fan, and the rubber shield behind it to gain access to the points box.

Note the two wires coming out of the front of the fan shroud. One runs to the oil pressure sending unit, the other one runs from the negative terminal on the coil to the terminal on the points box. Disconnect this wire from the coil and also from the points box. Do not damage or cut this wire. It may come in useful sometime in the future.

STEP2

Remove the points box along with the capacitor. Set aside the two M7 bolts and square washers. Remove the metal protector plate to gain access to the centrifugal advance mechanism. Carefully remove the circlip ring from the end of the camshaft so that you can remove the thrust washer, the centrifugal weight pivots and cam assembly. Put these parts in a ZipLock bag and store in a safe place.

STEP3

Thoroughly clean the area, inspect the point where the crankshaft comes out of the block. If the cavity is caked with

STEP6

Turn the ignition on. Make sure the engine is set at 8 degrees before TDC. Turn the "123ignition\2CV" housing counter-clockwise until the LED goes out. Turn it clockwise very carefully until the LED just comes on again. Tighten the two M7 bolts.

STEP7

Check your timing as follows: Put a wrench on the fan bolt and turn the engine over slowly (clockwise!). The LED should light up at the exact moment when the timing marks you made are aligned. If this is not the case, repeat step 6.

STEP8

Turn the ignition off. Hook up the yellow wire to the positive terminal on the coil. Hook up the black wire to the negative terminal on the coil. Use the connectors supplied with the kit. Make sure all your electrical connections are secure, a bad connection can cause a major problem in the future! Tidy up everything carefully, e.g. use tie-wraps.

STEP9

Re-install the rubber shield, fan (and spark plugs if you removed them).

Double check to make sure the fan does not touch the wires!

Fire it up and enjoy!